

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

LTIP
GRANT

4

IMPORTANT: Please consult the "Instructions for Completing the Project completion of this form.

CBO #4

SUBDIVISION: Hamilton County CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/01/02

CONTACT: Tim Gilday PHONE # (513) 946-8914

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-8901 E-MAIL tim.gilday@hamilton-co.org

PROJECT NAME: HARRISON ROAD IMPROVEMENT

SUBDIVISION TYPE

(Check only 1)

- ☒ 1. County
☐ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,260,000.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,800,000.00

FUNDING REQUESTED: \$ 1,260,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,260,000 LOAN ASSISTANCE: \$ _____
SCIP LOAN: \$ _____ RATE: _____% TERM: _____ yrs.
RLP LOAN: \$ _____ RATE: _____% TERM: _____ yrs.

(Check only 1)

- ☐ State Capital Improvement Program ☐ Small Government Program
☒ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2002 SEP 13 AM 7:51

FOR OPWC USE ONLY

PROJECT NUMBER: C _____/C _____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ____/____/____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____%
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____/____/____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$_____00

Preliminary Design \$_____00

Final Design \$_____00

Bidding \$_____00

Construction Phase \$_____00

Additional Engineering Services

\$_____00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$_____00

c.) Construction Costs:

\$1,800,000.00

d.) Equipment Purchased Directly:

\$_____00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$_____00

f.) Construction Contingencies:

\$_____00

g.) TOTAL ESTIMATED COSTS:

\$1,800,000.00

*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$_____00	
b.) Local Revenues	\$ 540,000.00	30
c.) Other Public Revenues	\$_____00	
ODOT	\$_____00	
Rural Development	\$_____00	
OEPA	\$_____00	
OWDA	\$_____00	
CDBG	\$_____00	
OTHER _____	\$_____00	
SUBTOTAL LOCAL RESOURCES:	\$ 540,000.00	30
d.) OPWC Funds		
1. Grant	\$ 1,260,000.00	70
2. Loan	\$_____00	
3. Loan Assistance	\$_____00	
SUBTOTAL OPWC RESOURCES:	\$ 1,260,000.00	70
e.) TOTAL FINANCIAL RESOURCES:	\$ 1,800,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: HARRISON ROAD IMPROVEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located in Harrison Township .The construction limits are as follows:

From Dry Fork Road northwest to West Road for a total length of 7,555 LF or 1.43 miles. See attached location map.

PROJECT ZIP CODE: 45030

B: PROJECT COMPONENTS:

1. Widen pavement from 20 feet to 34 feet.
2. Construct concrete retaining wall.
3. Provide 4-foot berms.
4. Rehabilitate and resurface existing roadway.
5. Pavement planing.
6. Install traffic signal system.
7. Install adequate storm sewer system.
8. Pavement markings.
9. Seeding and mulching as required.
10. Utility adjustments.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length is 7,555 LF with a proposed width of 34 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 18,837 Year: 2001 Projected ADT: 20,721 Year: 2005

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$____ Proposed Rate: \$____

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	<u>\$180,000.00</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	<u>\$ 1,620,000.00</u>

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	COMPLETED	
4.2 Bid Advertisement and Award:	<u>11 / 15 / 03</u>	<u>12 / 28 / 03</u>
4.3 Construction:	<u>02 / 15 / 04</u>	<u>12 / 31 / 04</u>
4.4 Right-of-Way/Land Acquisition:	<u>01 / 15 / 03</u>	<u>11 / 30 / 03</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

William W. Brayshaw
Hamilton County Engineer
10480 Burlington Road
Cincinnati, OH 45231
(513) 946 - 8902
(513) 946 - 8901
william.brayshaw@hamilton-co.org

5.2 CHIEF FINANCIAL OFFICER

Dusty Rhodes
Hamilton County Auditor
138 East Court Street
Room 304, CAB
Cincinnati, OH 45202
(513) 946 - 4045
(513) 946 - 4043
auditor@fuse.net

5.3 PROJECT MANAGER

Timothy Gilday
Planning & Design Engineer
10480 Burlington Road
Cincinnati, OH 45231
(513) 946 - 8914
(513) 946 - 8901
tim.gilday@hamilton-co.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-12-02
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-4232

PHONE (513) 946-4250

FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Harrison Road Improvement project will have a useful life of at least 30 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.


WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

PROJECT :HARRISON ROAD IMPROVEMENT
ENG. EST.: \$1,800,000.00

ROADWAY ITEMS				ENGINEER'S ESTIMATE	
REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	TOTAL
1	201	CLEARING & GRUBBING	LS	1	\$25,000.00
2	202	STRUCTURE REMOVED, STONE PILLARS	EA	2	\$1,500.00
3	202	PAVEMENT REMOVED	SY	825	\$5.00
4	202	GUARDRAIL REMOVED	LF	305	\$5.00
5	202	ANCHOR ASSEMBLY REMOVED	EA	1	\$250.00
6	202	GATE REMOVED	EA	1	\$250.00
7	*203	EXCAVATION NOT INCL. EMBANKMENT	CY	300	\$20.00
8	*203	EMBANKMENT	CY	22,500	\$15.00
9	203	PROOF ROLLING	HR	20	\$100.00
10	203	SUBGRADE COMPACTION	SY	18,706	\$2.00
11	254	PAVEMENT PLANING (BITUMINOUS)	SY	2,594	\$2.50
12	301	BITUMINOUS AGGREGATE BASE (ROAD)	CY	4,372	\$65.00
13	301	BITUMINOUS AGGREGATE BASE (DRIVES)	CY	49	\$75.00
14	304	AGGREGATE BASE	CY	334	\$35.00
15	404	ASPHALT CONCRETE, AC-20 (DRIVES)	CY	22	\$65.00
16	448	ASPHALT CONCRETE, TYPE 1H	CY	750	\$65.00
17	448	ASPHALT CONCRETE, TYPE 2, PG 64-28	CY	750	\$65.00
18	448	ASPHALT CONCRETE, TYPE 2, PG 64-28, AS PER PLAN	CY	125	\$65.00
19	452	PPCCP, 8", AS PER PLAN (DRIVES)	SY	100	\$35.00
20	601	ROCK CHANNEL PROT., TYPE C W/FABRIC FILTER	CY	25	\$70.00
21	603	12" CONDUIT, TYPE B, 706.02, CLASS IV	LF	100	\$45.00
22	603	12" CONDUIT, TYPE B, 706.02, CLASS V	LF	86	\$45.00
23	603	15" CONDUIT, TYPE B, 706.02, CLASS IV	LF	100	\$55.00
24	603	15" CONDUIT, TYPE B, 706.02, CLASS V	LF	102	\$55.00
25	603	18" CONDUIT, TYPE B, 706.02, CLASS V	LF	50	\$65.00
26	603	24" CONDUIT, TYPE B, 706.02, CLASS V	LF	50	\$75.00
27	603	30" CONDUIT, TYPE B, 706.02, CLASS IV	LF	16	\$85.00
28	604	CATCH BASIN NO. 3 WITH UNDERDRAIN	EA	1	\$1,750.00
29	604	CATCH BASIN NO. 3 WITH "V" GRATE & UNDERDRAIN	EA	15	\$1,750.00
30	604	MANHOLE NO. 3	EA	1	\$1,500.00
31	604	DRAINAGE STRUCTURE, HW-4B FOR 12" CONDUIT	LF	3	\$100.00
32	604	DRAINAGE STRUCTURE, HW-4B FOR 18" CONDUIT	LF	3	\$150.00
33	604	DRAINAGE STRUCTURE, HW-4B FOR 24" CONDUIT	LF	4	\$250.00
34	606	GUARDRAIL, TYPE 5	LF	112	\$10.00
35	608	ANCHOR ASSEMBLY, TYPE B	EA	1	\$1,518.00
36	609	COMBINATION CURB & GUTTER, TYPE 2	LF	4,615	\$20.00
37	609	CONCRETE MEDIAN, AS PER PLAN	LF	19	\$100.00
38	614	MAINTAINING TRAFFIC	LS	1	\$10,000.00
39	619	FIELD OFFICE	LS	1	\$5,000.00
40	623	CONSTRUCTION LAYOUT STAKES	LS	1	\$10,000.00
41	651	TOPSOIL STOCKPILED	CY	6,413	\$25.00
42	652	PLACING STOCKPILED TOPSOIL	CY	1,644	\$25.00
43	653	COMMERCIAL FERTILIZER, 12-12-12	TON	0.48	\$50.00
44	659	SEEDING & MULCHING	SY	10,482	\$3.00
45	SPL	UNDERCUTTING	CY	100	\$25.00
46	SPL	MAILBOXES RELOCATED	EA	8	\$35.00
47	SPL	STORM SEWER "AS BUILT" DRAWINGS	LS	1	\$1,500.00
48	SPL	DOWNSPOUT PIPE, AS DIRECTED BY THE ENGINEER	EA	200	\$10.00
49	SPL	WATER WORKS ITEMS	LS	1	\$50,000.00
50	SPL	PERFORMANCE BOND	LS	1	\$20,000.00
51	SPL	STAKED STRAW BALES, AS PER PLAN	EA	200	\$5.00
52	SPL	SIGNAGE	LS	1	\$10,000.00
53	SPL	CONCRETE RETAINING WALLS	SF	1,000	\$100.00
54	SPL	TRAFFIC CONTROL SYSTEM	LS	1	\$75,000.00
55	SPL	CONTINGENCIES	LS	1	\$288,540.00
SUBTOTAL ROADWAY ITEMS					\$1,800,000.00
					\$0.00

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

September 7, 2002

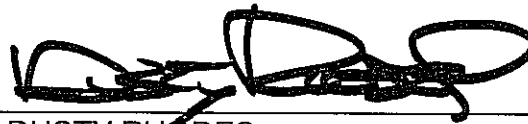
STATUS OF FUNDS REPORT

Project: **HARRISON ROAD IMPROVEMENT**

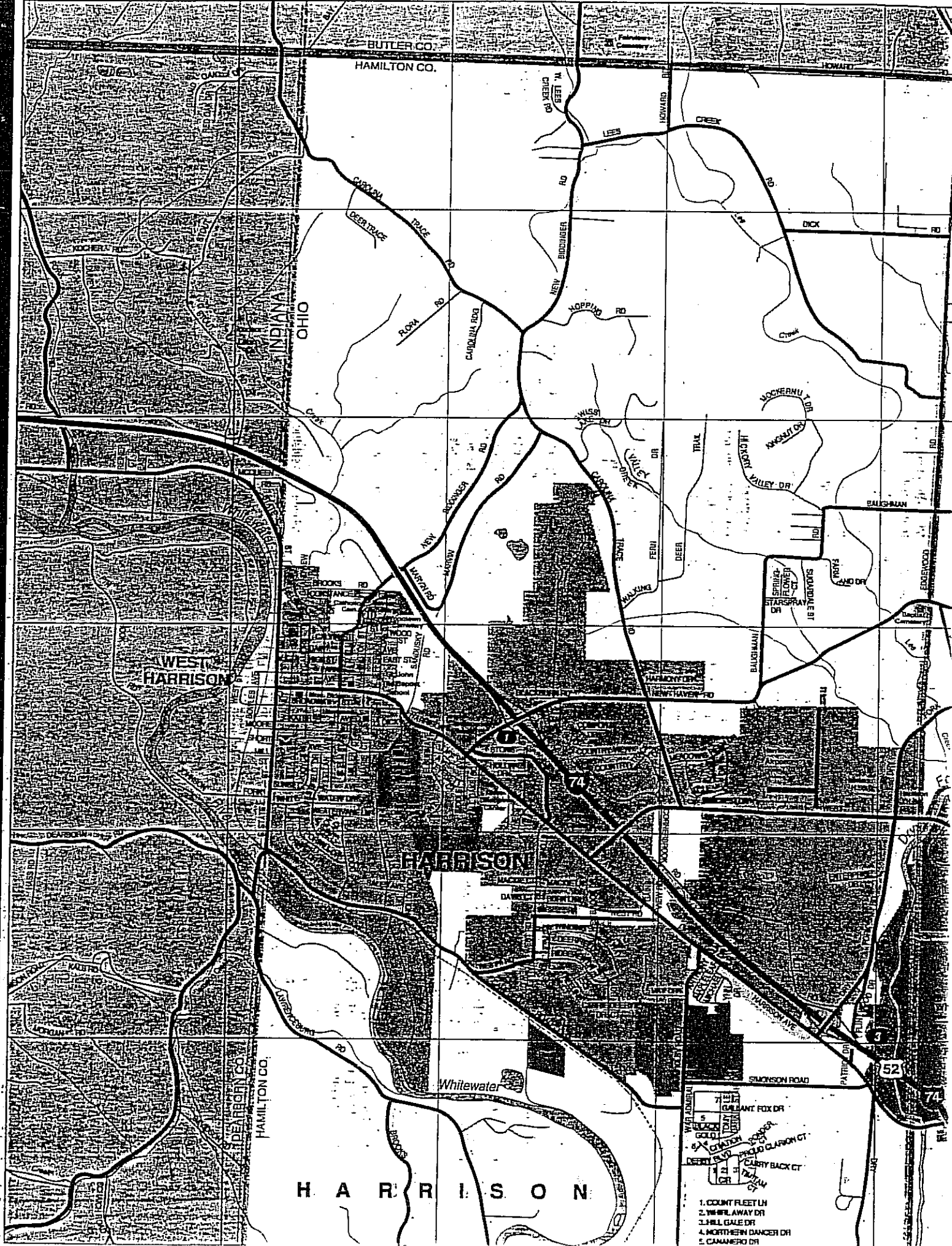
This is to certify that the sum of \$540,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Financial Officer:



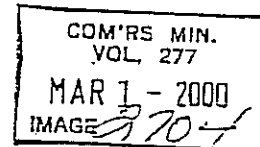
DUSTY RHODES
HAMILTON COUNTY AUDITOR



HARRISON

1. COUNT FLEET LN
2. WILLOW AWAY DR
3. HILL GALE DR
4. NORTHERN DANGER DR
5. CANANERO DR

RESOLUTION APPOINTING REPRESENTATIVES TO THE DISTRICT #2
INTEGRATING COMMITTEE UNDER THE PROVISIONS OF HB 704 OHIO
INFRASTRUCTURE BOND PROGRAM



3. BY THE BOARD:

WHEREAS, HB 704 was enacted to establish nineteen District Integrating Committees throughout the State of Ohio; and

WHEREAS, Hamilton County comprises District #2 under the provision of HB 704 consisting of a nine member District Integrating Committee; and

WHEREAS, it is the responsibility of the Board of County Commissioners to appoint two members to the District Integrating Committee (one from the private sector and the other either a County Commissioner or the County Engineer); and

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Hamilton County, Ohio that both William W. Brayshaw, Hamilton County Engineer, and Richard D. Huddleston, (407 Vista Glen - Springdale, Ohio 45246) private sector appointee be, and are hereby reappointed to the District #2 Integrating Committee for a three year term as their current terms will expire on June 1, 2000.

BE IT FURTHER RESOLVED that William W. Brayshaw be, and is hereby also appointed to the position of Chief Executive Officer for the Political Subdivision of Hamilton County, District #2 Integrating Committee for another three year term.

ADOPTED at a regularly scheduled meeting of the Board of County Commissioners of Hamilton County, Ohio, this 1st day of March, 2000.

Mr. Bedinghaus, AYE

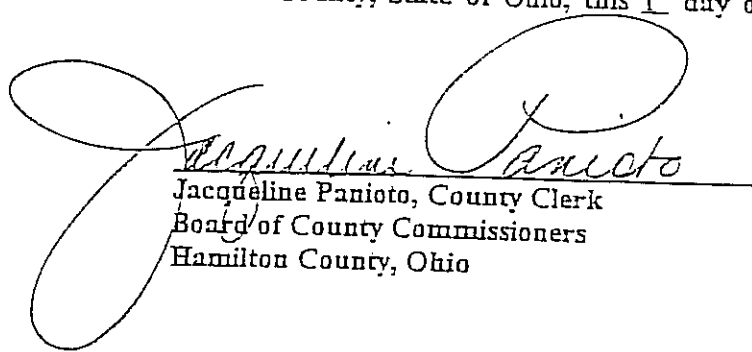
Mr. Dowlin, AYE

Mr. Neyer, Jr., AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, State of Ohio, this 1st day of March, 2000.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the office of the Board of County Commissioners of Hamilton County, State of Ohio, this 1st day of March, 2000.


Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the HARRISON ROAD IMPROVEMENT project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.


WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

ADDITIONAL SUPPORT INFORMATION

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing asphalt pavement is rutted, has alligator cracking, and potholes develop during the winter months. The existing asphalt pavement also has shoving from vehicles stopping at the intersection with Dry Fork Road. With an ADT of 18,837, backups during morning and evening rush hours occur at the Harrison and Kilby Intersection. The additional lane will alleviate the situation and improve traffic flow. A concrete retaining wall will be constructed to keep the project within the existing right-of-way.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project is important to the safety of the traveling public. Widening the pavement from 20 feet to 34 feet will provide the storage capacity necessary to carry the volume of traffic the area is now experiencing. (ADT = 18,837) This project will help with the safety of the service area by the addition of a lane and by increasing the widths of the existing lanes to a width that meets current standards. Safety will be improved by upgrading to current standards and by providing more capacity with the addition of an additional lane and signal modifications.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There are no significant portions of this project dealing with health issues.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 HARRISON ROAD IMPROVEMENT

Priority 2 RAPID RUN ROAD IMPROVEMENT

Priority 3 EAST KEMPER ROAD IMPROVEMENT

Priority 4 SIDNEY ROAD BRIDGE REPLACEMENT

Priority 5 WEST ROAD BRIDGE REPLACEMENT

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS F Proposed LOS B

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

The betterment will continue to provide improved traffic flow well into the future considering a 2% growth rate per year and potential industrial development. The proposed 2011 LOS is estimated to be "C" and the proposed 2021 LOS is estimated to hold at "D"

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds were awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes X No _____ N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 10 Of these, how many are: Takes 0

Temporary 10

Permanent 0

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Once funding is secured, Hamilton County will pursue the establishment of the project that allows appropriation to acquire the needed parcels if necessary. A neutral party will appraise each parcel and owners will meet with R/W agents. If negotiations are not successful, a court case will be filed and the property acquired by appropriation.

- e.) Give an estimate of time needed to complete any item above not yet completed. 12 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Harrison Road is an east-west artery running from the City of Cincinnati to the City of Harrison. It connects multiple governmental jurisdictions, and is a direct connector to I-74. Harrison Avenue is classified as a major arterial on the Hamilton County Thoroughfare Plan and has a major regional impact.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

NO BAN

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 18,837 X 1.20 = 22,206 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

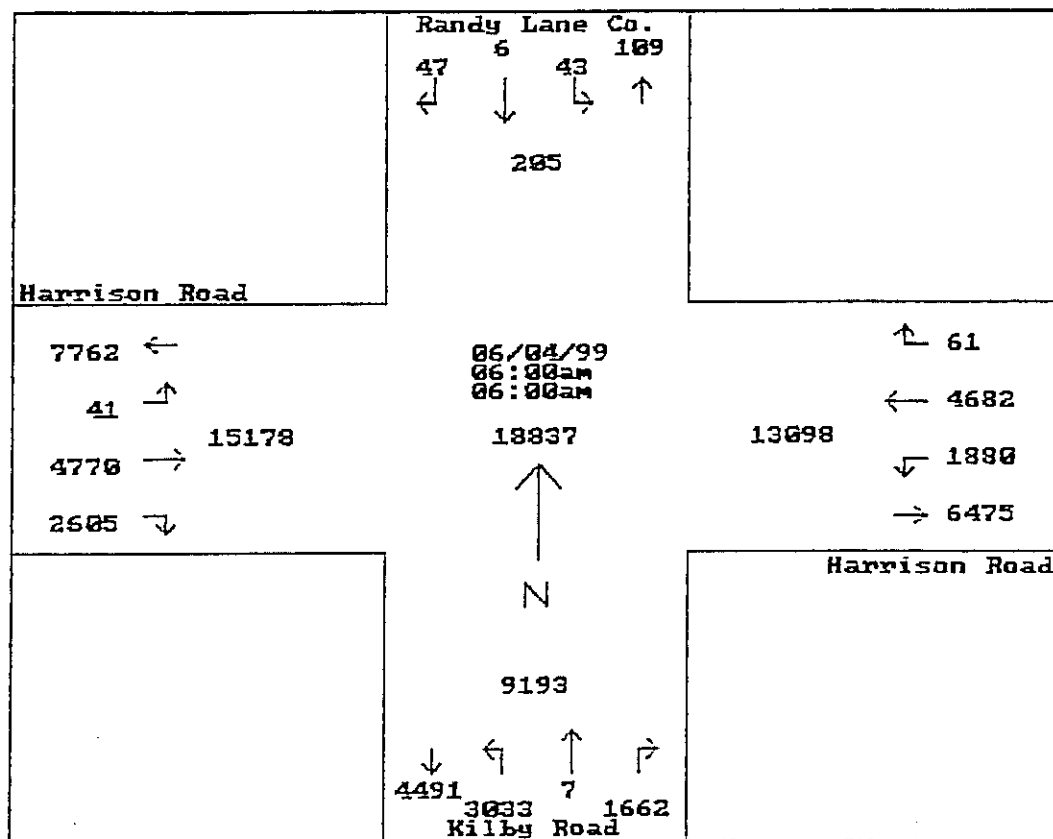
Weather : Mostly Sunny & Mild
 Counted By: Andrea Faulkner
 Count Days: Friday & Monday
 Township : Harrison Township

William W. Brayshaw P.E.-P.S.
 Hamilton County Engineer
 Traffic Department
 Tom Langenbrunner, Traffic Supervisor

Study Name: HARRKLBV
 Site Code : 00000000
 Start Date: 06/04/99
 Page : 1

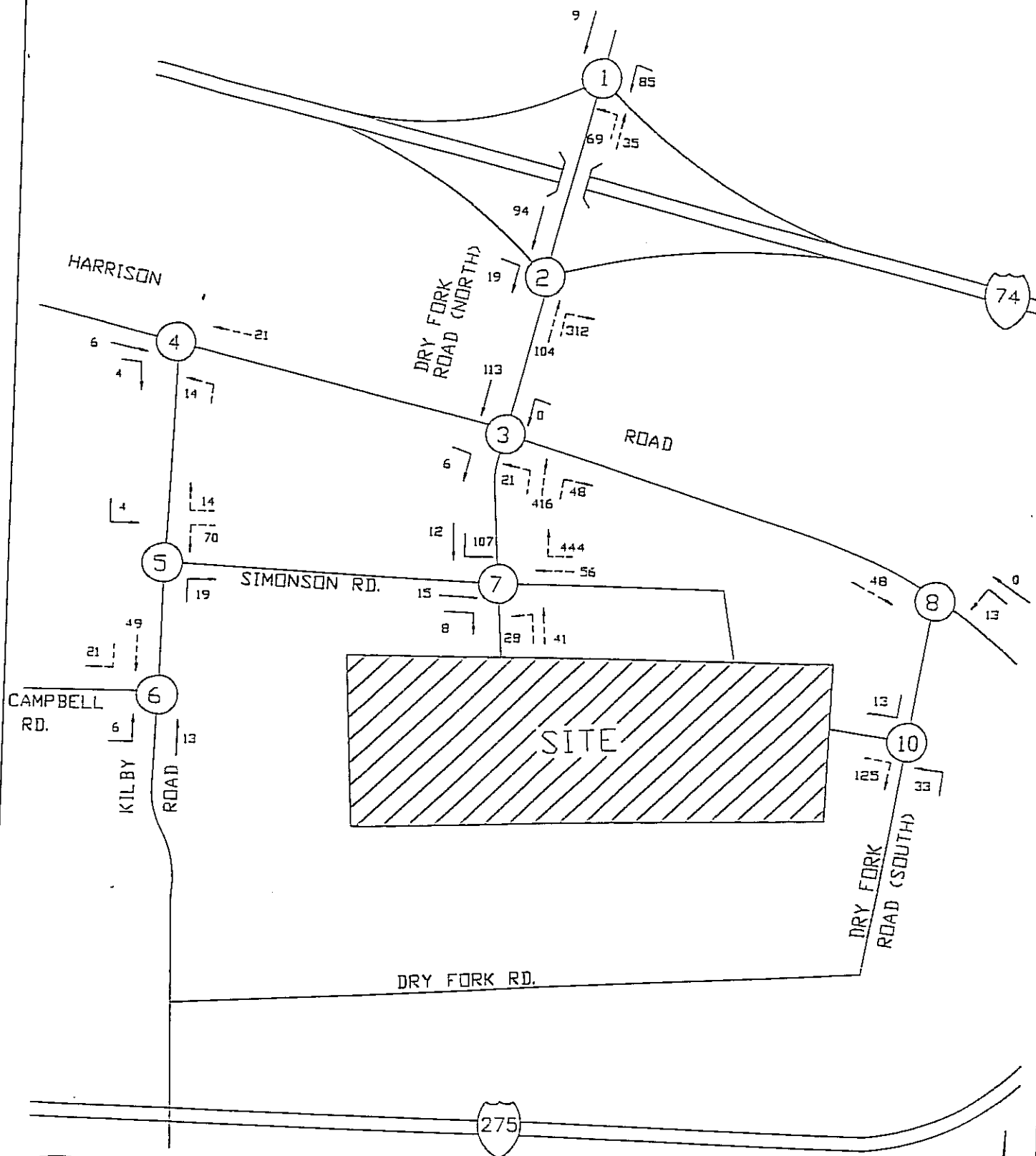
Vehicle group 1

Start Time	Randy Lane Co. From North			Harrison Road From East			Kilby Road From South			Harrison Road From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Grp 1	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	
06/04/99													
06:00	43	6	47	1880	4682	61	3033	7	1662	41	4770	2605	18837
% Apr.	44.7	6.2	48.9	28.3	70.6	0.9	64.5	0.1	35.3	0.5	64.3	35.1	-
% Int.	0.2	-	0.2	9.9	24.8	0.3	16.1	-	8.8	0.2	25.3	13.8	-



24 Hour Count (Factor = 1.43)

Harrison Road & Kilby Road (& Private Drive)



CDS
 engineers
 architects
 planners
 surveyors

LEGEND

- 2% - EXIT
- 18% - ENTER

FIGURE 9
 SITE GENERATED TRAFFIC
 P.M. PEAK HOUR



LOCATION
HARRISON AND KILBY
INTERSECTION

EXISTING TRAFFIC AND EXISTING GEOMETRICS

ADJUSTED TRAFFIC VOLUMES PM PEAK HOUR

Road	Segment	Adjusted Traffic Volume (PM Peak Hour)
Hamson	Northbound	148
	Southbound	119
	Eastbound	182
Kilby	Northbound	293
	Southbound	0
	Eastbound	121

INITIAL YEAR	2000
INITIAL YEAR VOLUME (ADT)	
FINAL YEAR	
FINAL YEAR VOLUME (ADT)	0
PERCENT INCREASE	ERR
PERCENT INCREASE PER YR.	2.00%
	(CDS)

ADJUSTED TRAFFIC VOLUMES PEAK HOUR

4 | 3 | 6

Private

Hamison

Hamson

Kilby

2
353
162

2
148
118

293 | 0 | 121

PROJECTED 10 YR INCREASE FACTOR		2011	1.22	1	Dev. Gen Background Total	5	4	7	Private	0
					Harrison				Total	Background Dev. Gen.
						2	2	0		
						568	547	21		
						144	144	0		
					Dev. Gen Background Total					
						2	2	0		
					6	431	437			
					4	222	226			
									Harrison	
						371	0	148	Total	
						357	0	148	Background	
						14	0	0	Dev. Gen.	
					Kilby					

PROJECTED 20 YR INCREASE FACTOR		2021	1.42	1	Dev. Gen	Background	Total	0	0	0	Private
						6	4	9			
					Harrison				Total	Background	Dev. Gen.
						3	3	0			
						657	636	21			
						168	168	0			
					Dev. Gen	Background	Total				
						3	3				
					6	501	507				
					4	258	262				
									Harrison		
						430	0	172	Total		
						416	0	172	Background		
						14	0	0	Dev. Gen.		
					Kilby						

OPWCKBHS (Traffic Proj.)
OPWC 2001

Ted Hubbard

Streets: (E-W) Harrison

(N-S) Kilby

Analyst: T. Hubbard

File Name: KBHRETEG.HC9

Area Type: Other

9-17-1 PM Peak

Comment: Existing traffic and existing geometrics PM Peak

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Volumes	2	353	162	118	448	2	293	1	121	6	3	4
Lane W (ft)	10.0			10.0			11.0			10.0		
RTOR Vols	0			0			0			0		
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*				NB	Left	*	
	Thru	*					Thru	*	
	Right	*					Right	*	
	Peds						Peds		
WB	Left	*				SB	Left	*	
	Thru	*					Thru	*	
	Right	*					Right	*	
	Peds						Peds		
NB	Right					EB	Right		
SB	Right					WB	Right		
Green		35.0P				Green	17.0P		
Yellow/AR		4.0				Yellow/AR	4.0		
Cycle Length: 60 secs Phase combination order: #1 #5									

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C			Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB	LTR	890	1484	0.645	0.600	7.1	B	7.1	B
WB	LTR	557	928	1.133	0.600	*	*	*	*
NB	LTR	430	1432	1.073	0.300	72.9	F	72.9	F
SB	LTR	369	1231	0.038	0.300	11.3	B	11.3	B

Intersection Delay = * (sec/veh) Intersection LOS = *
 (g/C) * (V/c) is greater than one. Calculation of D1 is infeasible.

Ted Hubbard

Streets: (E-W) Harrison

(N-S) Kilby

Analyst: T. Hubbard

File Name: KBHRETPG.HC9

Area Type: Other

9-17-1 PM Peak

Comment: Existing traffic and proposed geometrics PM Peak

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	1	1	< 0	0	> 1	1	0	> 1	< 0
Volumes	2	353	162	118	448	2	293	1	121	6	3	4
Lane W (ft)		10.0	12.0	10.0	10.0			11.0	12.0		10.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*				NB	Left	*	
	Thru	*					Thru	*	
	Right	*					Right	*	
	Peds						Peds		
WB	Left	*	*			SB	Left	*	
	Thru	*					Thru	*	
	Right	*					Right	*	
	Peds						Peds		
NB	Right					EB	Right		
SB	Right					WB	Right		
Green		24.0P	6.0P			Green	18.0P		
Yellow/AR		4.0	4.0			Yellow/AR	4.0		
Cycle Length: 60 secs Phase combination order: #1 #2 #5									

Intersection Performance Summary

Lane Group:		Adj Sat	v/c	g/C	Delay	LOS	Approach:	
Mvmnts	Cap	Flow	Ratio	Ratio			Delay	LOS
EB	LT	719	1725	0.548	10.7	B	10.1	B
	R	660	1583	0.273	8.8	B		
WB	L	437	1652	0.300	8.6	B	12.0	B
	TR	724	1738	0.691	12.9	B		
NB	LT	505	1593	0.648	15.4	C	14.4	B
	R	501	1583	0.267	11.7	B		
SB	LTR	366	1156	0.038	10.8	B	10.8	B

Intersection Delay = 12.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.602

Streets: (E-W) Harrison (N-S) Kilby
Analyst: T. Hubbard File Name: KBHR10YR.HC9
Area Type: Other 9-17-1 PM Peak
Comment: 10 Yr. traffic and proposed geometrics PM Peak

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	1	1	< 0	0	> 1	1	0	> 1	< 0
Volumes	2	437	226	144	568	2	371	1	148	7	4	5
Lane W (ft)		10.0	12.0	10.0	10.0			11.0	12.0		10.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*	*			SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	24.0P	6.0P			Green	18.0P		
Yellow/AR	4.0	4.0			Yellow/AR	4.0		
Cycle Length:	60 secs	Phase combination order: #1 #2 #5						

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:
	Mvmts	Cap	Flow	Ratio	Ratio			Delay LOS
EB	LT	718	1723	0.680	0.417	12.7	B	11.5 B
	R	660	1583	0.380	0.417	9.4	B	
WB	L	391	1652	0.409	0.583	12.1	B	18.7 C
	TR	724	1738	0.874	0.417	20.4	C	
NB	LT	494	1562	0.835	0.317	22.7	C	19.6 C
	R	501	1583	0.327	0.317	12.0	B	
SB	LTR	347	1095	0.052	0.317	10.8	B	10.8 B

Intersection Delay = 16.4 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.787

(N-S) Kilby

File Name: KBHR20YR.HC9

9-17-1 PM Peak

Comment: 20 Yr. traffic and proposed geometrics PM Peak

[illegible]

Signal Operations

Phase Combination		1	2	3	4	Signal Operations		5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
WB	Left	*	*			SB	Left	*			
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green	24.0P	6.0P				Green	18.0P				
Yellow/AR	4.0	4.0				Yellow/AR	4.0				
Cycle Length:	60 secs	Phase combination order: #1 #2 #5									

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Summary			
	Mvmnts	Cap	Flow	Ratio	Ratio	Delay	LOS	Approach:	
	-----	-----	-----	-----	-----	-----	---	Delay	LOS
								-----	---
EB	LT	649	1558	0.872	0.417	20.9	C	17.2	C
	R	660	1583	0.441	0.417	9.8	B		
WB	L	391	1652	0.478	0.583	13.9	B	36.4	D
	TR	724	1737	1.012	0.417	42.1	E		
NB	LT	487	1538	1.000	0.317	46.8	E	37.1	D
	R	501	1583	0.381	0.317	12.4	B		
SB	LTR	305	963	0.069	0.317	10.9	B	10.9	B

Intersection Delay = 29.7 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.868

COUNTY VIEW EAST
UNDER CONSTRUCTION

WEST

ROAD

SEC. 21



PROJECT
LIMITS

SEC. 28

CITY OF HARRISON
ROAD

CORP. LIMIT

DRY FORK

PILOT ROAD

END
IMPROVEMENTS

COENEBROOK ROAD

SHIVERSVIEW

KILBY ROAD

I-74

HARRISON SUBMISSION CHECKLIST FOR STATE OF OHIO CAPITAL IMPROVEMENT GRANT APPLICATIONS

This checklist must be submitted with the other items necessary for project eligibility and review. Upon district receipt of the full package, this checklist will be date stamped and a copy will be forwarded to the applying jurisdiction. Once the checklist has been stamped, the district will accept no additional information regarding the project.

The following items **MUST** be submitted (by the deadline for such submission) in order for the District Two-Integrating Committee and Support Staff to consider your application complete and eligible for funding:

<input checked="" type="checkbox"/> OPWC Application for Financial Assistance (State of Ohio Form-Signed by C.E.O.)	<input checked="" type="checkbox"/> Additional Support Information Form (District Two Form)	<input checked="" type="checkbox"/> Detailed Cost Estimate (Signed by P.E.)
<input checked="" type="checkbox"/> Useful Life Certificate (Signed by P.E.)	<input checked="" type="checkbox"/> Status of Funds Certification (Jurisdiction Letterhead-Signed by C.F.O.)	<input checked="" type="checkbox"/> Project Vicinity Map
<input checked="" type="checkbox"/> Project Pictures (Minimum of 4 - Mounted)		

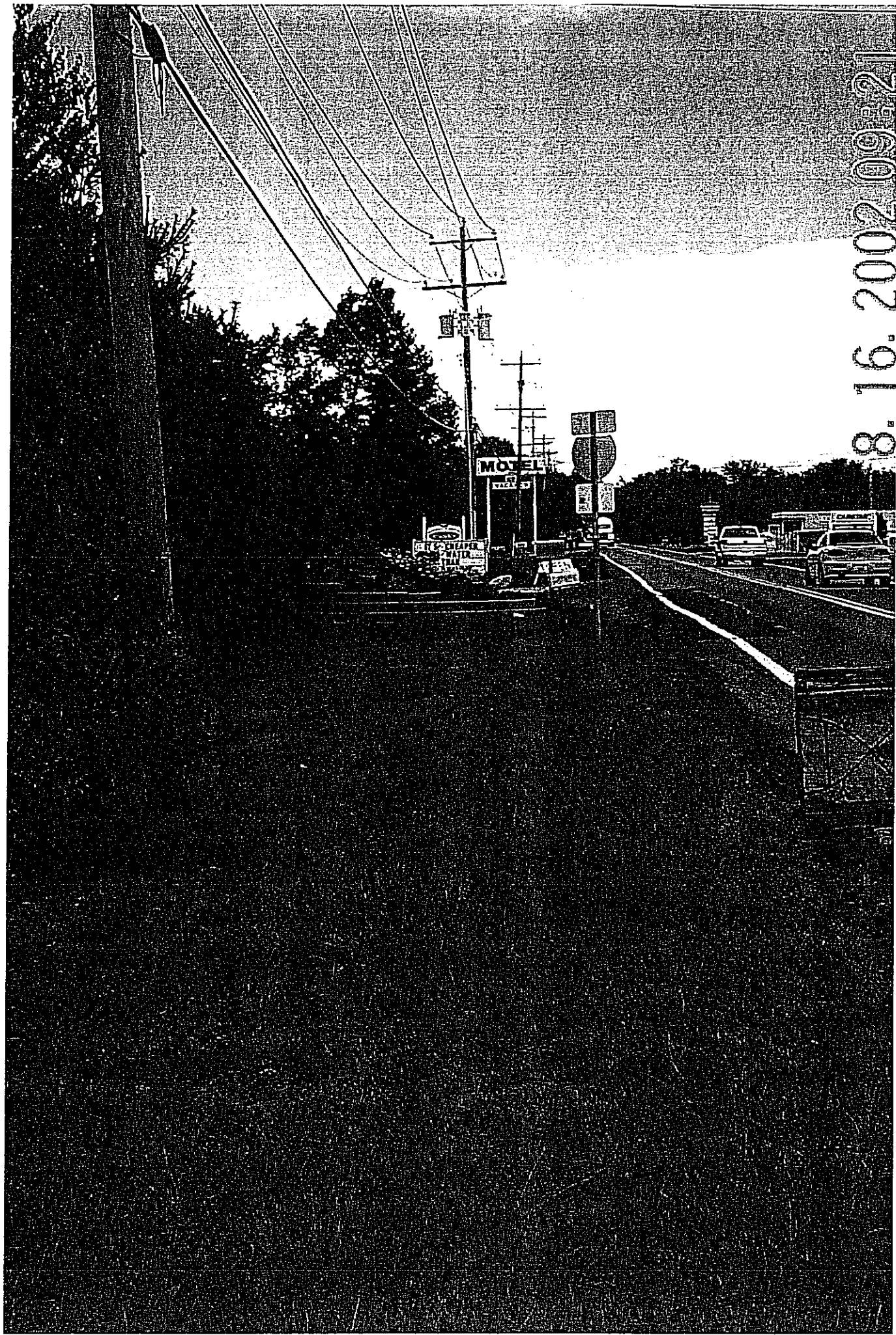
The following items **MUST** be submitted with the application in order for the District Two Support Staff to consider the maximum points available for your application (Specify type of submission):

- | | |
|---|---|
| <ul style="list-style-type: none"> • Infrastructure Condition Data
 <input type="checkbox"/> Pavement Management Report
 • Infrastructure Health Data
 • Economic Growth Data
 • Ban/Moratorium Data | <ul style="list-style-type: none"> Infrastructure Safety Data
 <input type="checkbox"/> Accident Reports and Summaries
 Jurisdiction User Fee/Assessment Data
 • Alleviate Traffic Hazards/LOS Data
 <input type="checkbox"/> LOS study
 • Users Certification Data
 <input type="checkbox"/> Signed certification from County Engineer
 <input type="checkbox"/> Volume Count Reports |
|---|---|

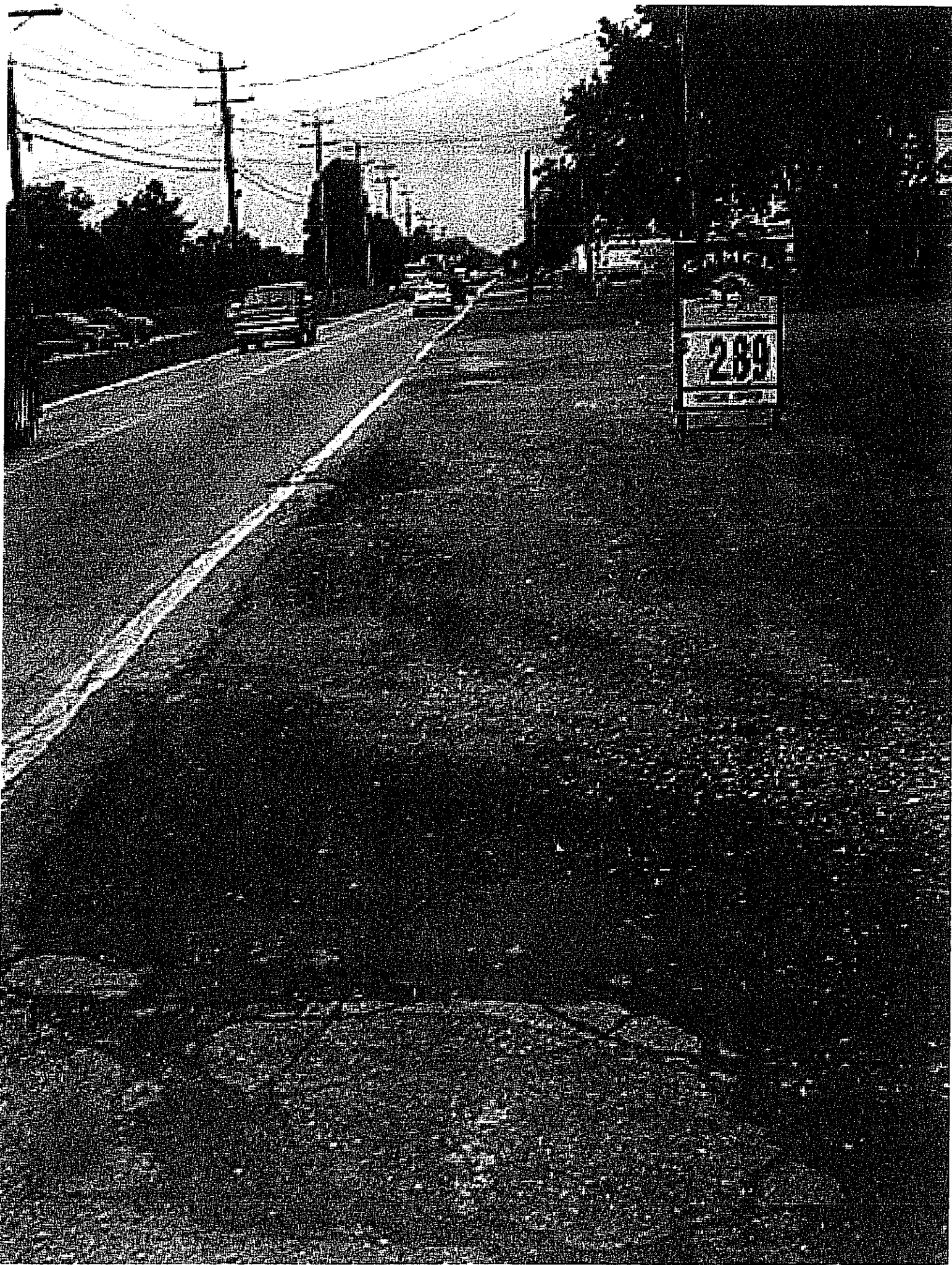
The following items must be submitted by December 1, 2002:

<input checked="" type="checkbox"/> Capital Improvement Report (State of Ohio Form)	<input checked="" type="checkbox"/> Enabling Legislation (On Jurisdiction Letterhead and Signed by Clerk)
---	---





8.16.2002 09:21



289



SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

NAME OF APPLICANT: HAMILTON COUNTY

NAME OF PROJECT: HARRISON ROAD IMPROV.

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- ☒ 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

*lots of cracking
edge of pavement in poor
shape, has been overlaid
but full depth needed*

*17 LAST
YEAR*

Appeal Score _____

2) How important is the project to the ~~safety~~ of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- ☒ 10 - Minimal importance
- ☒ 0 - No measurable impact

*NO
docs*

*15
LAST
YEAR*

Appeal Score _____

3) How important is the project to the ~~health~~ of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- ☒ 0 - No measurable impact

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

- ☒ 10 - No
- 0 - Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 – The project will directly secure significant new employment
- 7 – The project will directly secure new employment
- 5 – The project will secure new employment
- 3 – The project will permit more development
- 0 – The project will not impact development

Appeal Score

7) Matching Funds - LOCAL

- 10 – This project is a loan or credit enhancement
- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 0 – Less than 10%

LOCAL = 30%

8) Matching Funds - OTHER

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

- 10 – Project design is for future demand.
- 8 – Project design is for partial future demand.
- 6 – Project design is for current demand.
- 4 – Project design is for minimal increase in capacity.
- 2 – Project design is for no increase in capacity.

Appeal Score

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

- 5 – Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15
- 3 – Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15
- 0 – Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

- 10 – Major impact
- 8 –
- 6 – Moderate impact
- 4 –
- 2 – Minimal or no impact

Appeal Score

10 LAST YEAR

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

22,206

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.